Location: Los Angeles, Los Angeles County
Timeframe: 2009 - 2010
Project Partners: Housing Authority of the City of Los Angeles (HACLA)

Project Services

- Greenhouse gas emissions analysis
- Policy strategies

This project assisted in the development of the Jordan Downs Specific Plan, and provided sustainability strategies for green building and GHG reductions.

Goals

- Create a vibrant urban village
- One-for-one replacement of public housing units
- Develop an additional 900 to 1,100 affordable and market rate housing units

The proposed redevelopment of the Jordan Downs Public Housing Project as a mixed-income environment with supporting open space, public services and shopping opportunities is an important benefit to the greater Watts and Southeast Los Angeles community. The Master Plan also includes a Human Capital Plan (HCP) intended to assist Jordan Downs residents increase their economic self sufficiency and live successfully in a new mixed income community. The proposed project is intended to serve as the catalyst for economic revitalization that could potentially improve the greater Watts community and de-concentrate poverty in and around the Jordan Downs public housing complex but could potentially lead to higher GHG emissions within Jordan Downs.

Results

- Implementation of Specific Plan would yield:
  - 1,600 – 1,800 new residential units in a variety of building styles
  - 500,000 gross sq. ft. of commercial/retail and light industrial
  - 20,000 gross sq. ft. of community-serving commercial/retail in mixed use buildings
- New zones and architectural design guidelines in Specific Plan area
- Baseline trip characteristics for the existing Jordan Downs residences and summarizes trip generation by trip purpose, geographic distribution, and trip length
- Modeling of the vehicle miles traveled (VMT) and GHG emissions associated with retained residents
- Assessment of VMT and GHG emissions from the proposed market-rate housing and non-residential land uses
- Project-related GHG emissions could be reduced by lowering the daily passenger VMT and increasing ridership on local transit services